

**Aviation Safety Investigation Report
198902566**

Cessna A188B-A1

02 July 1989

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Investigations commenced on or before 30 June 2003, including the publication of reports as a result of those investigations, are authorised by the CEO of the Bureau in accordance with Part 2A of the Air Navigation Act 1920.

Investigations commenced after 1 July 2003, including the publication of reports as a result of those investigations, are authorised by the CEO of the Bureau in accordance with the Transport Safety Investigation Act 2003 (TSI Act). Reports released under the TSI Act are not admissible as evidence in any civil or criminal proceedings.

NOTE: All air safety occurrences reported to the ATSB are categorised and recorded. For a detailed explanation on Category definitions please refer to the ATSB website at www.atsb.gov.au.

This accident was not formally investigated by the Bureau.

Occurrence Number: 198902566 **Occurrence Type:** Accident

Location: Orange NSW

Date: 02 July 1989

Time: 910

Highest Injury Level: Nil

Injuries:

	Fatal	Serious	Minor	None
Crew	0	0	1	1
Ground	0	0	0	-
Passenger	0	0	0	0
Total	0	0	0	1

Aircraft Details: Cessna A188B-A1

Registration: VH-TTU

Serial Number: 18801177

Operation Type: Aerial Work

Damage Level: Substantial

Departure Point: Orange NSW

Departure Time: N/A

Destination:

Approved for Release: 24th April 1990

Circumstances:

The aircraft was on a ferry flight prior to the commencement of spraying operations. The pilot reported that the takeoff proceeded normally until immediately after lift off. At that point the engine lost power and the aircraft was landed about 50 metres beyond the end of the runway. The aircraft passed through a wire fence and then collided with an earth bank which separated the tailplane from the fuselage with the remainder of the aircraft wreckage coming to a halt about 50 metres beyond the bank. Examination of the engine revealed low compression in two cylinders. One as a result of a cracked cylinder head the other from the alignment of the piston ring gaps. Neither defect was assessed as capable of causing a substantial loss of power during takeoff. The reason for the substantial power loss was not determined.